

OUTGOING
AIRGRAM

Department of State

9101034 NO 235

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Classification

Origin

NO.

Info:

SENT TO: Amembassy BONN

G-372

RPTD INFO: USBER BERLIN

G-92

Page 2 of 2

Following is interim guidance on various questions recently raised re Berlin air access:

1. Information to pilots (Berlin's 433 to Bonn rptd Department 487, Berlin's 469 to Bonn rptd Department 529, Bonn's 1409, Bonn's 1476): Department prefers reserve position on instructions re informing pilots of Soviet withdrawal from BASC until we can pursue further discussions with PAA re-reported Department's 1447 and 1531 to Bonn.

2. High altitude flights (Bonn's 1419, Berlin's 503 to Bonn rptd Department 564): We do not believe test flights above 10,000 feet should be carried out at this time. British, French, and Germans would undoubtedly regard such tests as dangerous "provocation" in present circumstances and our proposing tests might only aggravate difficulties we are having in obtaining agreement on other aspects of contingency planning. Hypothetical planning for garrison airlift should therefore assume initial flights will take place below 10,000 feet. However, we regard right of access to Berlin as absolute. Normally we shall use routes established by quadripartite agreements. If these routes blocked, we should contemplate prosecuting our right via any route available. Thus if Soviets or GDR attempt block normal corridor flights military and possibly civil aircraft might fly not only at whatever altitude but also via whatever route we find necessary.

3. GDR clearances (Bonn's 1418): Agree GDR clearances must not be accepted by military or civil aircraft under any circumstances.

4. Intercept (Bonn's 1418, Berlin's 504 to Bonn rptd Department 565):

a. Soviets have no right intercept Western aircraft in corridors. DAIR/P46/132 Second Revise does not require obedience to interceptor's signals even if aircraft outside corridors. Soviets deny validity this paper. Three Powers maintain it remains in force with revised visual signals

agreed

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agreed during quadripartite "air safety" talks Berlin 1952-53. During these talks Western military representatives indicated willingness agree in principle to "mandatory obedience" for intercepted aircraft involved in violation of "considerable distance" provided (a) we could agree on objective definition of "considerable distance" and (b) interceptor's instructions were in accordance with other conditions of interception document. Since talks failed result agreement these matters, Western view is that status quo ante exists.

b. Decision whether civil pilots should be told obey interception instructions rests with company managements. However, Department prefers matter be left to discretion individual pilots in command who could exercise judgment in emergency situations pursuant their respective national regulations. During recent Washington talks Flanagan suggested signals promulgated AIP for Germany be reviewed to ensure they conform to revision agreed with Soviets. Department agreed instruct Embassy do so. Flanagan's suggestion might be used as basis for broader examination, i.e. three Embassies might review situation with PAA, Air France, BEA representatives Germany in order ensure identical views exist as to status interception agreement and determine whether companies have similar views as to mandatory obedience (by their pilots) to interceptions inside or outside corridors. Decision re further action may be made in light such review.

5. Civil Reserve Air Fleet (Bonn's 1292): Present regulations permit use of total civil reserve air fleet (295 aircraft) in time of emergency but not use of less than total fleet. However Defense has asked carriers to consider change in regulations to permit calling 50 aircraft, rather than entire fleet, into service in initial stages of emergency. Reply expected presently. Furthermore, less than 50 aircraft could be used in Berlin service by contracting with carriers. Such contracts would of course be entered into on voluntary basis.

Dulles
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